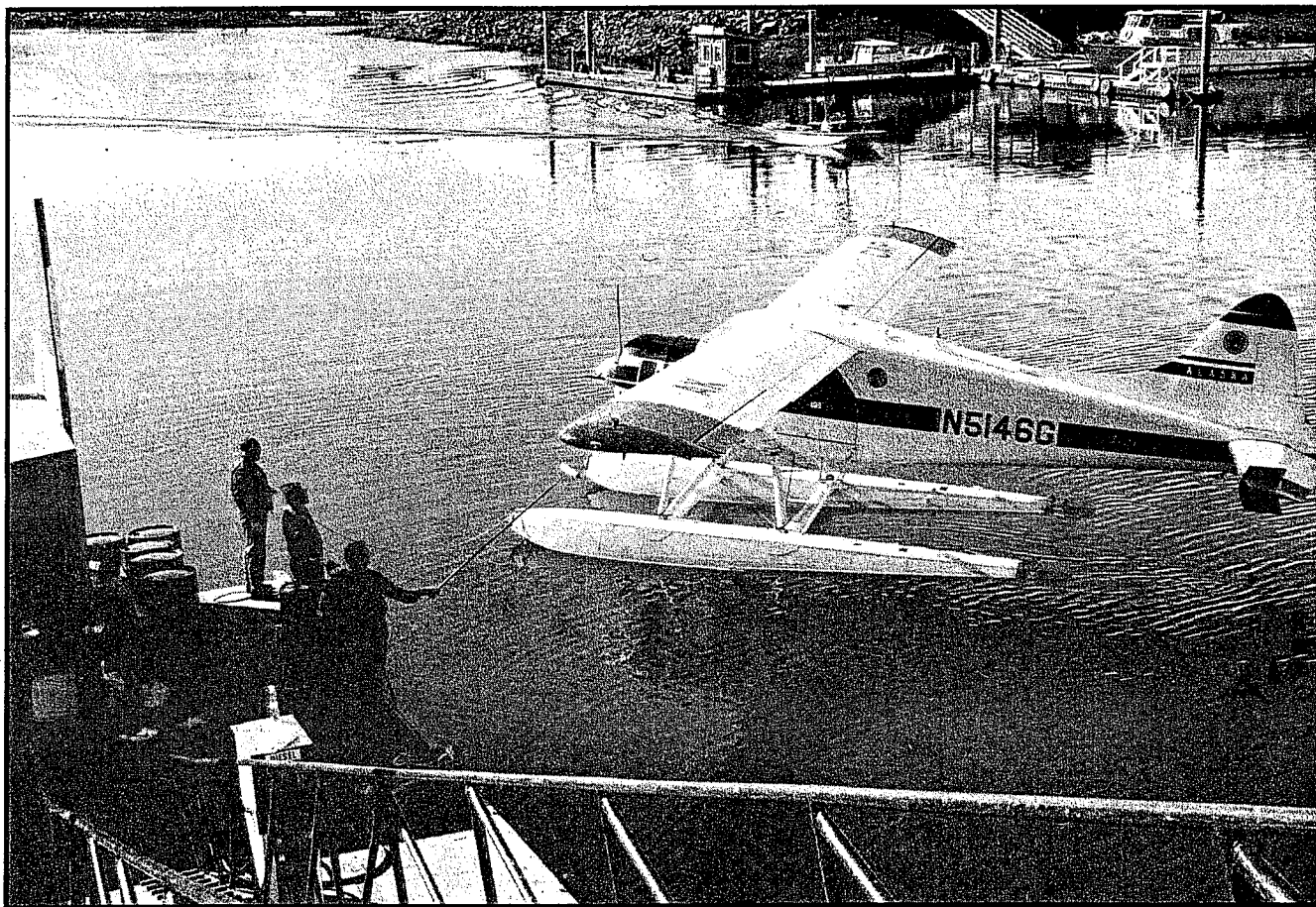


# ALASKA WING CIVIL AIR PATROL ANNUAL REPORT 1989



VALDEZ, ALASKA, MAY 1989





HEADQUARTERS  
**ALASKA WING, CIVIL AIR PATROL**  
AUXILIARY OF THE UNITED STATES AIR FORCE  
BLDG. 42-500, ELMENDORF AFB, AK 99506



# ANNUAL REPORT

## To the Members of the Seventeenth Alaska State Legislature

Since my assumption of command on October 1989, I have been constantly reminded that the State of Alaska and the Alaska Wing, Civil Air Patrol, has one of the most dedicated groups of volunteer workers in these fifty states. The phrase "ordinary people, doing extraordinary things" has a special, and proud meaning to all Alaskans.

There are presently 1520 senior members and 243 cadet members, in 26 squadrons, located throughout the state of Alaska. During this past year, this group of dedicated individuals has participated in 179 missions and 905 sorties of search and rescue in cooperation with the Alaska Air Command Rescue Co-ordination Center. This has resulted in 20 saves and 43 assists rendered to Alaskan citizens. On a national basis, the state of Alaska can be proud that with 6% of the national corporate fleet of aircraft, the Alaska Wing Civil Air Patrol has been awarded 17% of the national search and rescue saves.

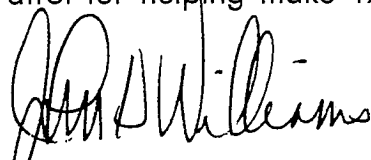
We have continued training in the Aero-Space community throughout the Alaska School system. Teacher seminars have been presented both in Alaska and within the Pacific Region of the Civil Air Patrol. During the past year, 24 senior members have been awarded the newly formed, Chuck Yeager Award for Aero-Space accomplishments.

During this past year a Type "A" encampment was held at Fort Richardson, Alaska. Alaskan and Montana Cadets participated in leadership and various skills training exercises with the assistance and cooperation of Fort Richardson and Elmendorf Air Force personnel. Our Cadet program will continue to grow as new, challenging horizons are presented. This year will see the first Type "A" Encampment that will be held at Elmendorf Air Force Base. Upon completion of the Type "A" encampment there will be the first glider encampment for interested and qualified cadets. Following the glider encampment will be a career training week which will be coordinated with the Federal Aviation Authority in Anchorage.

Additional missions were provided by the Alaska Wing to the Department of Emergency Services during the Valdez Oil Spill Operation and during the ice survey of the Yukon River system. Support was provided to the Department of Environmental Services during the initial and follow-up operations of the Valdez Oil Spill. Continued support has been provided by our remote squadrons to the Alaska National Guard.

The National Civil Air Patrol administration has a continued interest and awareness of the financial support given by the State Legislature to the Alaska Wing of CAP. Five of the nine CAP deHavilland Beaver aircraft have been completely refurbished through the Air Force budget. Plans have included two additional Beavers during 1990.

Thanks to the hard work of all Civil Air Patrol members and thanks to all the friends of Civil Air Patrol for helping make 1989 a great year.

  
JOHN H. WILLIAMS  
Colonel, CAP  
Commander



DEPARTMENT OF THE AIR FORCE  
USAF-CIVIL AIR PATROL ALASKA WING LIAISON OFFICE (AU)  
ELMENDORF AIR FORCE BASE, ALASKA 99506



## ANNUAL REPORT

Alaska Wing volunteer Civil Air Patrol members continued to serve their communities and the nation with significant achievements throughout 1989. Col. Troy Sullivan passed the reins of command to Lt. Col. John Williams in October, culminating three years of dedicated leadership. Wing members can be amply proud of the accomplishments under Col. Sullivan, specifically tremendous membership and squadron growth. The same outstanding leadership will be continued with Col. Williams.

Under the authorization of the 1984 congressional amendment to the CAP supply bill, the fiscal year 1989 Appropriations Bill provided over six million in Air Force funds for purchase and upgrade of Civil Air Patrol equipment. Of that amount nearly 1.3 million dollars were channeled into Alaska. The funds were used to purchase used, late model single engine aircraft and partially rehabilitate aircraft currently in the CAP owned fleet. Four DHC-2 Beavers underwent complete rehab last year. The dollars were also used to upgrade older vehicles in the inventory, purchase new communications and aircraft avionics equipment and cadet uniforms.

Emergency services training exercises continued to play a key part in providing circumstances to improve both member flying and statewide measuring the effectiveness of of squadron training programs and wing's capability to satisfactorily respond and execute a variety of emergency services missions. Offering a two fold benefit, the exercises provided new member training and enabled others the opportunity to stay proficient in search and rescue techniques and use improved navigation equipment such as loran. Nearly 1750 flying hours were flown on these Air Force supported exercise in 1989.

The wing's sustained performance during the Valdez oil spill resulted in special recognition by the Coast Guard. Fifty-two wing members received exceptional and operation service awards for their outstanding efforts. Air Force and Army mission support was superb during Brim Frost 89, the coldest ever arctic exercises, as CAP flew nearly 100 hours accomplishing visual reconnaissance, equipment and personnel airlift, and aerial photographic missions. Individual member knowledge of local terrain and climatic conditions provided friendly forces with invaluable intelligence data.

The overall accomplishments of Alaska Wing Civil Air Patrol were made possible with the dedicated member volunteers and steadfast support of the Alaska State Legislative.

*Stephen D. Howell*

STEPHEN D. HOWELL  
Lt. Col., USAF  
Wing Liaison Officer

# SQUADRONS

The following pages highlight the Civil Air Patrol squadrons in Alaska, by a photograph that is indicative of their activities, or by a summary of one of the missions in which they participated. Mission Summaries have been supplied by HQ Alaskan Air Command, Elmendorf Air Force Base.

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## **71st Composite Squadron**

Eielson Air Force Base  
Dick Holder, Cmmdr.

67 Members    2 aircraft  
CHARTERED 1968



Members of 71st deliver Christmas cheer to Chalkyitsik.

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## **ADAK 80TH COMPOSITE SQUADRON**

Adak holds a unique position in the Civil Air Patrol in Alaska. Positioned at the end of the Aleutian chain, and unable to participate in joint SAR exercises or missions, Adak 80th exemplifies Civil Air Patrol's commitments to Aerospace education and Cadet leadership. During 1989, Adak members earned certification in many levels of FCC communication and most have received the Aerospace Education Award.

## **Adak 80th Composite Squadron**

Adak Naval Air Station  
Ross Baker, Cmmdr.

30 Members  
CHARTERED 1987

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## **Alcan Composite Squadron**

Tok  
Myron Olmstead, Cmmdr.

19 Members    1 aircraft  
CHARTERED 1988

## **ALCAN COMPOSITE SQUADRON**

RCC MSN 102 20 Jun 89 (SAR): Mission opened to search for an ELT near Chisana 220 NM E of Anchorage. CAP located the ELT in a parked aircraft. One sortie and 2.0 flying hours expended on this non-distress mission.

The above mission response is an example of Alcan Sqd's important position near Alaska's eastern 'gate'. Tok pilots also flew during the mass search (MSN 150) for an overdue Cessna 172 with four persons on board in which several squadrons flew 507 sorties (1440 hrs) between August 12 and September 1.

## ANVIL COMPOSITE SQUADRON

### Anvil Composite Squadron

Nome  
Maynard Perkins, Cmmdr.

29 Members 1 aircraft  
CHARTERED 1949

RCC MSN 223 3 Dec 89 (SAR): Mission opened to assist the Alaska State Troopers to locate an overdue snowmobiler in the Nome area. Nome CAP was launched and located the survivor who had abandoned his snowmachine and was attempting to walk out. One SAVE was awarded to Nome CAP. A total of 1 sortie and 2.2 flying hours were expended on this mission.



CAP Lt. Col. Robert Clark presents airman award to Cadet Phillip McHale.

### Arcturus Composite Squadron

Elmendorf  
Robert D. Clark, Cmmdr.

27 Members 1 aircraft  
CHARTERED 1949

## BARANOF COMPOSITE SQUADRON

### Baranof Composite Squadron

Sitka  
Richard Davis, Cmmdr.

46 Members 1 aircraft  
CHARTERED 1961

RCC MSN 171 09 Sep 89 (SAR): Mission opened to search for two overdue boaters in the Sitka Sound area. U.S. Coast Guard advised RCC that they had located one of the boats and CAP assistance would no longer be required. A total of 4 sorties and 5.6 hours were expended on this mission.

## BETHEL COMPOSITE SQUADRON

RCC MSN 060 20 Apr 89 (AST ASSIST): At the request of the Alaska State Troopers, mission opened to search for a missing individual approximately 60 NM SSE of Bethel. CAP aircraft located the individual but was unable to land because it did not have skis. CAP directed the ground party into the area to make the recovery. One SAVE awarded. Two sorties and 6.1 flying hours were expended on this mission.

### Bethel Composite Squadron

Bethel  
Tim Maynard, Cmmdr.

32 Members 2 aircraft  
CHARTERED 1974

## **Birchwood Composite Squadron**

Chugiak  
Frank Yarborough, Cmmdr.

152 Members    5 aircraft  
CHARTERED 1981



Within the cockpit of one of the two CAP gliders at Birchwood, used for Cadet glider training.

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## **CLEAR SENIOR SQUADRON**

RCC MSN 179 19 Sep 89 (SAR): Mission opened to search for an ELT after receiving several SAR-SAT reports. Clear CAP flew to the center of the 11 separate widely spaced ID's and determined the source appeared to be a flight service station remote transmitter producing a carrier wave signal on 121.5 at odd intervals. FAA responded and ELT ceased. A total of 3 sorties and 2.4 flying hours were expended on this non-distress mission.

## **Clear Senior Squadron**

Clear  
Harold J. Steffen, Cmmdr.

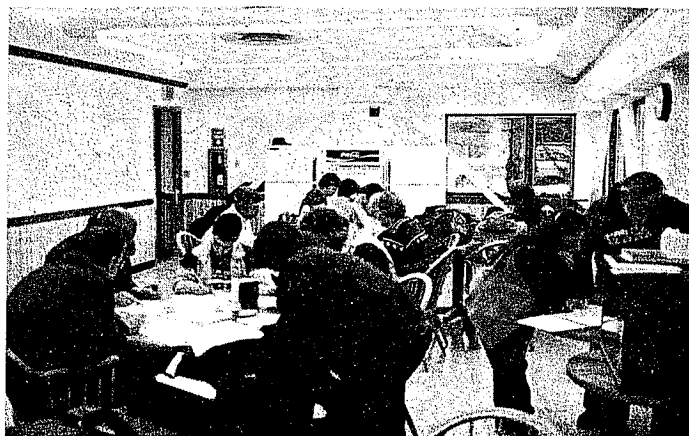
11 Members  
CHARTERED 1961

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## **Cordova Composite Squadron**

Cordova  
Neil Schultz, Cmmdr.

17 Members    1 aircraft  
CHARTERED 1968



Cordova members during study session in meeting headquarters provided by US Coast Guard.

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## **EUREKA SENIOR SQUADRON**

Mission opened to search for an ELT 70 NM NE of Anchorage. A CAP aircraft already airborne was diverted to search and located a crashed aircraft with four POB. The four POB made arrangements to be picked up by a charter service the following day. Four ASSISTS were awarded. One sortie and 1.0 flying hours were expended on this mission.

## **Eureka Senior Squadron**

Palmer  
Ray McCarty, Cmmdr.

50 Members  
CHARTERED 1988

## FAIRBANKS COMPOSITE SQUADRON

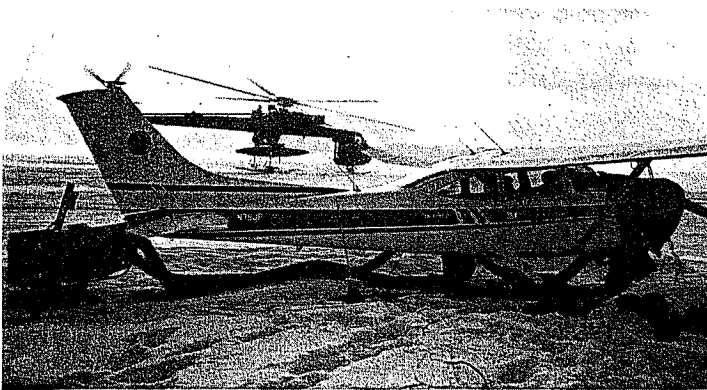
RCC MSN 173 10 Sep 89 (SAR): Search opened for ELT 140 NM NE of Fairbanks. Fairbanks CAP located downed aircraft. Pilot was uninjured; asked CAP to contact a third party in Circle City to make the recovery. One ASSIST awarded. Two sorties and 5.2 flying hours.

Cadet members performed outstanding service by their skill in the use of Directional Finders in ground searches for ELT's. During 1989 they spent over 100 hours on 20 ground missions, silencing 25 'false alarms' signals in aircraft, homes and hangars.

### Fairbanks Composite Squadron

Fairbanks  
John Horn, Cmmdr.

132 Members    3 aircraft  
CHARTERED 1961



Starting operation for Farthest North's aircraft, 1:30 in the afternoon, October.

### Farthest North Composite Squadron

Barrow  
Gene House, Cmmdr.

30 Members    1 aircraft  
CHARTERED 1984

## FORT YUKON COMPOSITE SQUADRON

RCC MSN 157 22 Aug 89 (SAR): Mission opened to search for an ELT 220 NM N of Fairbanks. Ft. Yukon CAP was alerted but could not launch due to poor weather on 20 Aug; launched on 21 Aug and located a downed aircraft at the SARSAT ELT coordinates. North Slope Borough launched a helicopter from P. Barrow to recover 2 people from the crash site. Two SAVES awarded to Ft. Yukon CAP and NSB SAR. Total of 2 sorties and 4.1 flying hours expended.

### Ft. Yukon Composite Squadron

Fort Yukon  
Dee Walters, Cmmdr.

18 Members    1 aircraft  
CHARTERED 1978



Cadet leader Files and Homer Cadets prepare to launch rockets, an important and fun part of aerospace education.

### Homer Composite Squadron

Homer  
George Eichens, Cmmdr.

26 Members  
CHARTERED 1961

## KENAI COMPOSITE SQUADRON

### Kenai Composite Squadron

Kenai  
Thomas Thibodeau, Cmmdr.

81 Members    2 aircraft  
CHARTERED 1961

RCC MSN 101 20 Jun 89 (SAR): Mission opened to search for an overdue aircraft with two POB. The search area was a mining claim approximately 60 NM W of Anchorage. CAP located the crashed aircraft. 71 ARS made the recovery of the pilot, while the passenger elected to remain with the aircraft. One SAVE and one ASSIST awarded. A total of 12 sorties and 21.6 flying hours expended.



Kodiak CAP volunteers, through Alaska Division of Emergency Services, are trained and equipped for airborne radiological monitoring.

### Kodiak Island Composite Squadron

Kodiak  
William Beatty, Cmmdr.

70 Members  
CHARTERED 1961

### Kotzebue Senior Squadron

Kotzebue  
Walter Sampson, Cmmdr.

46 Members  
CHARTERED 1961



Senator Al Adams presents Citizen Citation to Walter Sampson, for outstanding record in lives saved.

## McGRATH SENIOR SQUADRON

RCC MSN 121 8 Jul 89 (SAR): Mission opened to search for an ELT 240 NM W of Anchorage. CAP located ELT in a Cessna 172 on Snow Gulch Strip. Two sorties and 2.0 flying hours expended on this non-distress mission.

### McGrath Senior Squadron

McGrath  
Frank Hooper, Cmmdr.

43 Members    1 aircraft  
CHARTERED 1968



## **POLARIS COMPOSITE SQUADRON**

### **Polaris Composite Squadron**

Anchorage  
Skip Widtfeldt, Cmmdr.

208 Members    3 aircraft  
CHARTERED 1949

RCC MSN 207 22 Oct 89 (SAR): Mission opened in response to a SARSAT composite 45 NM NW of Anchorage. Polaris CAP flew to the location and located a PA-18 which had blown an oil seal while attempting take-off. A civilian helicopter volunteered to land and take the survivors to a nearby strip where the Polaris CAP aircraft landed. Polaris CAP then took the survivors back to Anchorage. Two SAVES were awarded due to the inclement weather. Three sorties and 3.3 flying hours expended.

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## **SEWARD SENIOR SQUADRON**

RCC MSN 025 23 Feb 89 (SAR): Mission opened to search for an overdue aircraft. Seward CAP located the downed aircraft 85 NM South of Anchorage, but was unable to land due to high winds and snow conditions. CAP returned the following morning and recovered the uninjured pilot. One SAVE awarded. Two sorties and 2.0 flying hours expended.

### **Seward Senior Squadron**

Seward  
John M. Dunn, Cmmdr.

27 Members    1 aircraft  
CHARTERED 1961

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## **SOLDOTNA SENIOR SQUADRON**

### **Soldotna Senior Squadron**

Soldotna  
Ron Davis, Cmmdr.

23 Members  
CHARTERED 1968

RCC MSN 040 17 Mar 89 (SAR): Search for overdue aircraft with two POB. Pilot did not file flight plan and had no radio or ELT. Initial efforts concentrated in Kenai area, however the two individuals were located by a civilian volunteer in the Drift River Valley, approximately seven miles from their aircraft on the glacier. The landing gear was damaged and pilot elected to walk out. A civilian helicopter operating in the area picked up the men and lifted them to Drift River airstrip. CAP aircraft picked them up from strip and took them to Kenai where AST had ambulance waiting, due to victims hypothermia and frostbite. Two SAVES awarded all participants (seven squadrons plus civilian and AST).

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## **SOUTHEAST COMPOSITE SQUADRON**

RCC MSN 059 20 Apr 89 (CG ASSIST): Mission opened to assist Coast Guard in searching for an overdue aircraft. A Fish and Wildlife aircraft located the overdue aircraft crashed on a cliff 10 NM S of Pelican. Both persons on board were deceased. Six sorties and 18.0 flying hours were expended on this mission.

### **Southeast Composite Squadron**

Juneau  
Al Hazelton, Cmmdr.

78 Members    1 aircraft  
CHARTERED 1949

## **Southwest Senior Squadron**

Dillingham

7 Members  
CHARTERED 1985

## **SOUTHWEST SENIOR SQUADRON**

RCC MSN 137 7 Aug 89 (SAR): Mission opened to search for an ELT between Bethel and Dillingham 323 NM W of Anchorage. Launch was delayed due to darkness and weather. Once airborne, CAP proceeded to ELT's coordinates but could not descend below clouds. Radio contact was made with a Supercub that had crashed a day earlier. Survivors had minor injuries and requested tools to fix their aircraft. Tools delivered by a civilian volunteer. Two ASSISTS awarded to CAP. Two sorties and 6.5 hrs. expended.

## **ST. ELIAS SQUADRON**

The St. Elias Squadron is Alaska Wing's newest. Although their original charter was issued in 1961, this strategic Yakutat location has been inactive for many years. In the later part of 1989 twelve volunteers began the necessary training and their participation is anticipated in the years ahead.

## **St. Elias Squadron**

Yakutat  
Leland Clune, Cmmdr.

12 Members  
CHARTERED 1961

## **Valdez Composite Squadron**

Valdez  
Kenneth Chamberlin, Cmmdr.

32 Members    1 aircraft  
CHARTERED 1978



Valdez Squadron's headquarters is a trailer on the edge of the Valdez Airport runway. Within a few hours of the oil spill discovery, this small office began acting as the coordination center for what became weeks of volunteer flights by many CAP squadrons, as CAP supported the efforts of State agencies and Federal. Squadron Commander Ken Chamberlin, shown here during his 24 hour — many days schedule, was the first to supervise the CAP Command Center.

# OPERATIONS

The trained operations crews of the Alaska Wing continued to perform in an outstanding manner in 1989. Both pilots and observers were tasked to the limit on a variety of important missions and objectives. For these tasks, the Alaska Wing maintains approximately 300 pilots and 100 observers ready to serve on a moment's notice.

Operations also maintains a close liaison with Wing Maintenance, to insure that each squadron has its appropriate corporate aircraft available for searches and training missions.

During 1989 the Civil Air Patrol in Alaska flew the following missions:

## **PURPOSE**

## **FLIGHT HOURS**

USAF Mission (includes SAR).....	(383.1 in Member a/c) 2885.5
Federal Agency support.....	187.0
State Agency support.....	420.8
Local Government support.....	5.7
Pilot check rides.....	66.4
Training missions.....	511.9
Flight clinics.....	15.6
Cadet orientation.....	263.4
Other Agency support.....	8.4
Training/Proficiency.....	1274.1
Other activities.....	641.2
Aircraft maintenance.....	7.6
Total.....	6773.1



### **Some highlights of the mission were:**

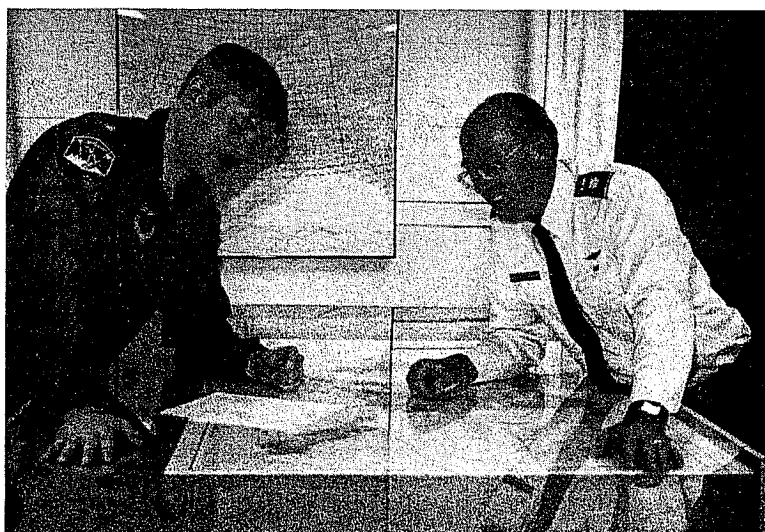
In March, the tanker Exxon Valdez spilled 17 million gallons of oil in Prince William Sound, which brought national and international attention to our state. The Civil Air Patrol was heavily involved in the subsequent cleanup effort. We moved seven of our aircraft to Valdez and the crews needed for the missions, shuttled from their home bases to donate their services. We had daily tasking that included oil slick tracking, personnel transportation, wildlife recovery and communications relay. This mission continued non-stop for two months. The CAP was recognized by the State of Alaska, the U.S. Coast Guard and Exxon Corporation for their outstanding support.

In May, Alaska experienced some of the worst flooding in recent history. The Alaska Wing flew numerous support sorties for the State during River Watch 1989. In these missions our pilots and observers kept track of the conditions on the Yukon, Koyukuk, Kuskokwim, Delta and Susitna rivers in coordination with the State Department of

Emergency Services and the National Weather Service. The flights enabled the appropriate authorities to make time-critical decisions in the evacuation of people or the emergency resupply of stranded villages.

In August, the Civil Air Patrol conducted the most extensive search in our area of responsibility in the past 20 years. An aircraft with four people on board was reported overdue, with only sketchy information as to the intended route of flight. An area the size of Iowa was searched, with over 1500 hours flown over some of the most rugged country in North America. Eight squadrons were involved, with crews and aircraft spread throughout the search area. Unfortunately, despite a monumental effort, no trace of the aircraft or occupants was found.

There were many other SAR missions flown, resulting in twenty lives saved and forty-three persons assisted. This is the reward sought by the men and women who volunteer their efforts to the operation of the Alaska Civil Air Patrol



ALASKA WING CIVIL AIR PATROL, INC.  
(A Not-for-Profit Organization)

BALANCE SHEETS  
JUNE 30, 1989 and 1988  
(See Accountant's Audit Report)

ASSETS

Current Assets:	1989	1988
104 Petty cash	\$ 250.	\$ 83.
100 Cash in bank-checking	15,555.	9,245.
105 Cash in bank-savings	10,492.	9,577.
105 Restricted cash for maintenance (Note 2)	94,513.	76,260.
110 Accounts receivable (Note 3)	124,350.	132,684.
Total Current Assets	245,160.	227,849.
Fixed Assets:		
124 Land (Note 1)	1.	1.
125 Buildings net of accumulated depreciation (Note 1)	38,697.	38,777.
127 Building improvements net of accumulated depreciation (Note 1)	58,958.	57,901.
135 Equipment net of accumulated depreciation (Note 1)	84,963.	25,563.
Total Fixed Assets	182,619.	122,242.
TOTAL ASSETS	\$ 427,779.	\$ 350,091.

ALASKA WING CIVIL AIR PATROL, INC.  
(A Not-for-Profit Organization)

BALANCE SHEETS  
JUNE 30, 1989 and 1988  
(See Accountant's Audit Report)

LIABILITIES AND FUND BALANCES

Current Liabilities:	1989	1988
204 Accounts payable	\$ 88,214.	\$ 77,500.
204 Payroll taxes payable	650.	0.
Total Current Liabilities	88,864.	77,500.
Fund Balances:		
290 Restricted Maintenance Fund Balance:		
Restricted maintenance fund balance at beginning of year (Note 2)	138,574.	65,830.
Additions to restricted fund balance	15,628.	72,744.
Restricted Maintenance Fund Balance at end of year	154,202.	138,574.
290 Unrestricted Fund Balance:		
Fund balance at beginning of year	134,017.	215,617.
Excess (deficit) revenue over expenses	66,324.	(8,856.)
Less: Additions to restricted fund balance	(15,628)	(72,744)
Unrestricted Fund Balance at end of year	184,713.	134,017.
Total Fund Balances	338,915.	272,591.
TOTAL LIABILITIES AND FUND BALANCES	\$ 427,779.	\$ 350,091.

ALASKA WING CIVIL AIR PATROL, INC.  
(A Not-for-Profit Organization)

STATEMENTS OF REVENUE AND EXPENSES  
FOR THE YEARS ENDED JUNE 30, 1989 and 1988  
(See Accountant's Audit Report)

	1989	1988
Revenue:		
332 State of Alaska appropriations	\$1989	\$1988
356 Air Force reimbursement for Federal mission activities	\$417,500.	\$251,976.
356 State of Alaska reimbursement for ADES activities	219,198.	243,355.
356 Alaska oil spill activities reimbursement	7,835.	6,238.
300 Membership dues	55,737.	0.
305 Fundraising activities	15,922.	15,956.
310 Senior activities	887.	0.
315 Cadet activities	1,631.	1,282.
320 Material and supply sales	11,065.	2,050.
325 Flight activities	3,056.	1,134.
330 Donations	20,828.	14,291.
340 From other CAP units	2,202.	1,066.
341 From national headquarters	20,121.	10,918.
345 Salvage proceeds	175,337.	31,280.
350 Other revenue	17,546.	13,445.
355 Interest income	5,950.	0.
	<u>7,332.</u>	<u>7,298.</u>
Total Revenue	\$982,147.	\$600,289.

Expenses:		
400 Office expense	\$7,178.	\$13,405.
405 Materials and supplies	2,734.	2,051.
407 Bookstore materials and supplies	3,088.	4,369.
410 Payments to sub units	64,380.	44,296.
415 Facility expense	97,499.	58,915.
420 Cadet activities	15,825.	9,055.
425 Senior activities	9,845.	2,572.
435 Miscellaneous	6,161.	3,232.
440 Aircraft operation and maintenance	338,771.	228,377.
445 Communications operation and maintenance	8,297.	5,448.
450 Vehicle operation and maintenance	30,461.	22,502.
460 Other equipment operation and maintenance	8,980.	0.
465 Insurance	42,351.	19,738.
470 Search and rescue mission expense	94,442.	64,337.
475 Salaries	98,576.	72,075.
477 Travel	45,842.	30,046.
479 Awards	256.	182.
484 Legal and accounting	5,330.	5,492.
486 Payroll taxes	9,100.	6,370.
488 Depreciation	20,961.	12,905.
492 Public relations and publicity	5,746.	3,778.
	<u>915,823.</u>	<u>609,145.</u>
Total Expenses	\$66,324.	\$ (8,856)

ALASKA WING CIVIL AIR PATROL, INC.  
(A Not-for-Profit Organization)

STATE APPROPRIATIONS RECONCILIATION  
FOR THE YEAR ENDED JUNE 30, 1989  
(See Accountant's Audit Report)

State Appropriations:	1989
State appropriations	\$417,500.
Total State Appropriations	\$417,500.
Expenditures:	
Office expense	\$6,051.
Materials and supplies	449.
Payments to sub units	939.
Facility expense	10,633.
Utilities	69,234.
Cadet activities	3,598.
Senior activities	2,299.
Miscellaneous expense	2,137.
Aircraft operation and maintenance	93,309.
Maintenance travel	18,446.
Communications operation and maintenance	2,427.
Vehicle operation and maintenance	15,944.
Other equipment operation and maintenance	5,058.
Insurance	38,994.
Salaries	89,497.
Administrative travel	22,647.
Professional fees	5,330.
Payroll taxes	8,262.
Public relations	418.
Equipment purchases	21,828.
Total Expenditures	\$417,500.

# CADET PROGRAMS

One of the major Civil Air Patrol Missions is to provide a program to motivate American youth to develop leadership abilities and to become responsible citizens through aerospace centered activities. Expertise in air and space power demands much of leaders of tomorrow. The CAP cadet program helps to meet that challenge.

This program stresses (1) growth in knowledge, skills and attitudes necessary to understand the impact of aviation and space exploration on today's society; (2) self-discipline learned through a study of leadership and military discipline; (3) an understanding of moral issues and opportunity for debate and counsel with unit chaplains; (4) physical fitness; (5) participation in varied special activities.

Cadets advance through a series of 15 achievements and ranks from cadet basic through cadet colonel. For each achievement a cadet must pass a written practical and physical fitness test. The complete program requires at least 30 months. The program is divided into four phases:

(1) Orientation - cadets successfully completing phase one receive the General J.F. Curry Award and promotion to cadet airman.

(2) Learning - consisting of six tested levels of achievement in aerospace, leadership and physical fitness. mandatory to completion is attendance at an encampment, usually held at an Air Force installation. Encampments provide orientation to the Air Force as well as hands-on experience with more sophisticated aircraft and the comradeship of cadets from other states. Successful completion is awarded by the Billy Mitchell Award and promotion to the rank of cadet flight officer. The cadet is also, at this phase, eligible for CAP scholarships and special national activities. A cadet who enlists in the Air Force after receiving the Mitchell Award will be promoted to E-3, airman first class.

(3) Leadership - cadets study and are tested on four positions of leadership within the

squadron and are required to hold a position of leadership in the squadron. At the completion of this, the cadet is awarded the Amelia Earhart Award and promoted to the rank of Cadet Captain and is eligible to participate in the interational Air Cadet Exchange program.

(4) Executive - consists of four achievements similar to phase three. At the completion of phase four, the cadet has studied every facet of the Civil Air Patrol and is promoted to the rank of Cadet Lieutenant Colonel. He or she is now eligible for the coveted General Carl A. Spaatz Award and promotion to Cadet Colonel.

During 1989 the following eleven cadets earned the Mitchell Award: Thomas J. Clarke, Aaron D. Johnson, and Chad W. Moore of Fairbanks Composite Squadron; Christopher S. Dobmier and Heath G. Webster of Arcturus Composite Squadron on Elmendorf AFB; Keven G. Griffin, and Andrew T. Smircich of Baranof Composite Squadron in Sitka; William F. Hostman and Michael S. Sampson of Birchwood Composite Squadron in Chugiak; and David J. Price and David M. Cave of Southeast Composite Squadron in Juneau.

One cadet earned the Amelia Earhart Award: Kevin G. Griffin of Baranof Composite Squadron.

Two cadets completed Phase IV of the program: Rebecca M. Long of Polaris Composite Squadron in Anchorage and Dan L. Snedden of Arcturus Composite Squadron.

One cadet earned the highest award available in the Civil Air Patrol Cadet program in 1989. Cadet Col. Dan L. Snedden of Arcturus Composite Squadron earned the General Carl A. Spaatz Award. His award was presented by the Deputy Commander of Alaska NORAD Region, Brigadier General Doshen, in a ceremony at the Alaskan Command Headquarters Building, Elmendorf AFB, Alaska.

It was an active year for Alaska Wing cadets

in search and rescue missions. Cadets provided communications support, administrative support, and assisted in locating numerous Emergency Locator Transmitters (ELTs) throughout the state. Cadet support during search and rescue missions has been essential in the successful completion of many missions statewide.

An Alaska Wing Cadet Solo Scholarship Program was initiated in 1989. This is in addition to the National Program, which only provides one scholarship per year. The Alaska Wing program should provide at least four additional opportunities each year for Cadets to learn to fly through participation in the Civil Air Patrol cadet program.

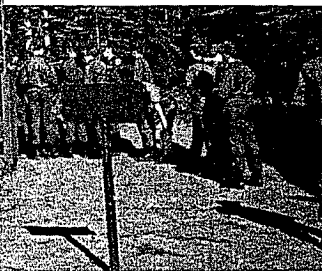
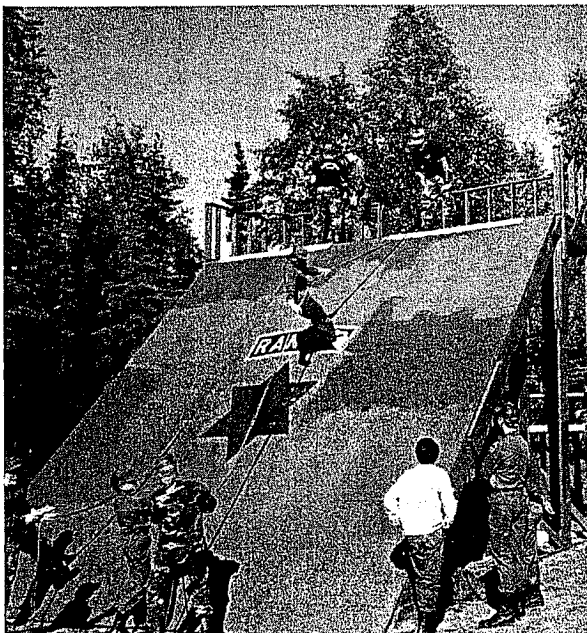
One hundred and seven cadets attended the combined Alaska/Idaho summer encampment conducted at Camp Carrol, Alaska. Orientation flights, rappelling, confidence courses, military working dog demonstrations and tours of Elmendorf Air Force Base were some of the highlights of the Encampment, "Careers in Aviation" was the theme of the Encampment. Briefings were provided by local business, colleges and military representatives.

Planning for the 1990 Summer Encampment began soon after the 1989 Encampment was complete. Elmendorf Air Force Base will sponsor the 1990 Summer Encampment. The Primary Military Education facility will house the cadets. Each cadet will have a private room and a semi-private bath. The 1990 Encampment will have four additional "follow-on courses" of seven days each as follows: A Federal Aviation Administration sponsored Career Academy, a Powered-flight Ground School, a Glider Solo Encampment, and an Arctic Ranger Ground Team Training Course. Next year we will report the results of our expanded program.

Goals for 1990 are increased emphasis on active participation in the cadet program, better recruiting and retention of cadets throughout the state, and more Wing activities for cadets.

FOR THE COMMANDER

ROBERT K. STANBERRY, Lt. Col., CAP  
Director, Cadet Programs





# AEROSPACE EDUCATION

Of the three main divisions of the Civil Air Patrol structure, the Aerospace Education Office interacts most immediately with the community, fulfilling their directive to increase public understanding of aviation.

During 1989, retiring Wing Commander Troy Sullivan addressed three Anchorage area schools and the Community Resource Council. AE staff members Sandy and Doug Stark visited schools and spoke to community groups. Both outgoing Aerospace Education director Debbie Wolfe Nicholson and incoming director Morris Goodwin urged Alaskan educators to attend the Pacific Region Aerospace Education conference in California. The Civil Air Patrol regional and national conferences are held annually for educators, to enhance and assist their classroom presentations of aerospace subjects. Both Sullivan and AE staff member Joe Koss were active on the Pacific Region

AE Advisory Committee.

Within member squadrons, the Aerospace Education staff held training sessions in several areas, including visits to Homer, Kenai, Polaris, Birchwood, Tok (Alcan Sqd.) and Elmendorf (Arcturus Sqd.) They held rocketry seminars in both Homer and Kenai.

Looking ahead, the staff plans a new curriculum geared to the updated aerospace education text. Troy Sullivan is working on a plan to exchange Russian and Alaska cadets, encouraged by the 1993 WAEO Congress to be held in the USSR in 1993.

Keeping abreast of both technical and social growth in aerospace ventures, and relaying that information to adult and cadet members and our schools and community at large is exciting and challenging.

